

GERMAN ELECTION PROVES KNOCKOUT TO STAND-PATTERS

Views of Representatives in American Congress on Reichstag Results.

Belief That Our Tariff Schedules Must Ultimately Be Moderated.

"Germany voted for the cause of tariff reform in the United States," said a Republican Representative as he looked up from his newspaper.

"And what is more, Germany's vote has done more toward bringing about conditions in which there is a prospect of revision of the American schedules than anything that has happened in this country since the Dingley law passed."

The Representative was asked to explain. "Perfectly simple to anybody who has been following the drift of German politics and economic conditions," was the reply. "Emperor William has been for a long time determined that if Germany is to go on buying the immense quantities of foodstuffs that she now takes from the United States, the United States must give Germany a chance in this country's markets. The German preferential tariff was to have taken effect April 1, last. It would have given several other countries an immense advantage over the United States in selling meats and foodstuffs in the German empire. A delay of a year in its enforcement was secured by the American Government in the hope that some adjustment could in that time be reached which would avoid the necessity of subjecting American exports to this discrimination. A tariff commission was sent to Germany, and is now there, trying to agree upon some basis of mutual concessions that would avoid a tariff war."

Will Return Empty-Handed.

"This commission, according to reports, is likely to return to the United States soon with a discouraging report. The reason is simple. There has been a strong protest among the working classes in Germany against any policy that would deprive them of the cheap food which they can get best and most readily from the United States. The Emperor has carried the election. The new Reichstag is certain to sustain his policies. The protest of the industrial classes has been rejected. The agrarians have won the day. The von Bülow administration will be strongly supported in any policy of retaliation with the United States. If it wants a tariff war it will have one, and will have the Reichstag back of it."

"This means that there will be no weakening in the insistence of the German government that American tariff schedules must be moderated. It means that unless the United States makes concessions that will give Germany a chance to send some of her manufactures into this market, the food products of American farms and packing houses will be subjected to the practically prohibitive schedules of the German tariff which caused so much concern to this country a year ago."

"All this means, of course, that the question of reciprocity in some form or another, must get attention. Germany is the second best customer of the United States, Great Britain being first. It is not possible to make any concession to Germany that is not also given to England, because England gives us an absolutely free market, and would not permit any other country to receive special and preferential duties, calculated to discriminate against her. Germany has voted to force Uncle Sam's hand in this whole tariff matter."

Significance Not Lost Here.

That this view is entertained by many thoughtful students of the tariff situation was made plain in the discussions among Senators and Representatives. The significance of the German election has not been lost to Washington. It has been realized already at the White House, according to report, and there is noted a decided strengthening of purpose among those Republicans who have been circulating a petition for a caucus to consider tariff revision. Representative Cooper of Wisconsin, who has been one of the leaders in that movement, declared that he felt very hopeful of getting the caucus; and he added that he had many assurances of friendly interest in the movement from men who would not sign the call.

"One member from a standpat State," he said, "told me that while he was not in favor of general ripping up of schedules, he believed there were some schedules that ought to have attention. There is a good deal of feeling of that kind. The number of signatures to the call for a caucus will not nearly gauge the revision sentiment of the House."

Blow to Standpatters.

The truth is that there is a strong impression that the standpatters have suffered a severe blow by reason of the German election. They realize the fact. The Administration is leaning strongly toward the idea of a maximum and minimum tariff; but of this there are two widely different notions. Speaker Cannon and the extreme high tariff people would have a maximum and minimum tariff constructed on the theory of making the present schedules the minima, and adding 20 or 25 per cent for maxima. The other view is to retain the present schedules as maxima, and grant reductions of 20 or 25 per cent to make the minima; the lower schedules to be granted to those countries which in turn make concessions of equal value to American products in their markets.

Between these propositions there is a wide and deep chasm. Nowadays it is not easy to make discriminating agreements, because these involve retaliation by countries which are hit by the discrimination. Most commercial treaties contain the favored nation clause, which means that when a concession is granted to one country it must be given to others. Altogether, the way to satisfactory tariff conditions, which shall ally the European disposition to retaliate against this country, is commonly thought to be in real revision. The German election is likely to force, sooner than was expected, a crisis in this matter.

LIFE-SAVERS AND NAVAL MEN SEE NEW DEVICE SHOOT THROUGH SPACE

Meyer Projectile Speeds 1,000 Feet and Hits Mark Intended for Ship.



COMBINATION PICTURE OF THE NEW LIFE-SAVING DEVICE.

Upper Part Shows the Projectile as It Hurries Through Air. Lower Section Shows It in Cannon's Mouth, Surrounded by Men Interested in the Experiments.

An experimental trial of the Meyer life-saving projectile was made last Wednesday at the Congress Heights rifle range in the presence of officials from the various marine departments of the Government.

The Navy Department Life-Saving and Revenue Cutter Services are on the constant lookout for such inventions that will prevent the loss of life in maritime disasters. That is why Albert Meyer, the inventor of the new device and his associate, George Murch, were given a cordial greeting by the chiefs of the departments particularly interested, and they were assisted in the arrangements for testing the merits of the projectile.

There are several devices in use by which lines are thrown from shore to wrecked vessels. They, however, have fallen far short of suiting the demands at times from the fact that the heavy rescuing cable or life rope has to be drawn out to the imperiled vessel by means of these lighter lines. In a racing sea, when the waves are rolling, the task of dragging out a heavy cable from shore to ship or vice versa becomes almost impossible.

Meyer Is Inspired.

It is to overcome this defect that prompted Albert Meyer, a resident of

Seattle, to set his brains to work devising an apparatus that would, as a projectile, carry with it one end of the heavy length of cable and at the same time anchor itself firmly when it arrived at its destination.

The result of his researches and experiments is the invention that was given its trial last week, and which apparently challenged the interest and attention of the official spectators.

The Meyer projectile is about six feet in length, made of casting steel, and fitted at one end so as to be rammed into the muzzle of a four-and-a-half-inch cannon. On the other end are appended the anchor-like flanges to cling to rigging, bulwarks, or sides of the vessel at which it is directed, and a loop-like swivel, to which is attached one end of the two-and-a-half-inch cable that is to be dispatched to the beleaguered craft.

A spiral spring along the shaft of the projectile prevents it from breaking the rope appended to it as it leaves the muzzle of the cannon.

First Test of Projectile.

At the first test made last Tuesday afternoon the projectile was discharged from a smooth bore cannon aimed at a distance of 1,000 feet. There happened

to be a snarl in the cable attached to the projectile and the result was when it went rocketing through the air it was burdened with a weight of cable not calculated upon. The projectile was deflected and borne down to the earth five hundred feet short of where it was intended to strike. This test, though

Had this been possible at the time of the Valencia wreck in Puget Sound, in which hundreds perished, few, if any, of its passengers and crew would have been lost.

—ALBERT MEYER, Inventor

STEEL TRUST CITY GROWING BIGGER

Corporation Buys More Land at Gary, Paying \$3,000,000.

CHICAGO, Jan. 26.—The United States Steel Corporation has just closed the purchase of 2,500 acres of land in the new town of Gary for \$3,000,000.

It is the largest purchase in connection with the operations of the Steel Corporation at that place. Its acquisition gives the company 8,000 acres of land upon which to build its industrial city which, when completed, it is now believed, will represent an investment of \$5,000,000.

abruptly, aroused the interest of the official spectators and from the way they jotted down notes and asked questions it was apparent the Meyer projectile had some merit in their estimation.

Another mishap attending the first test was the wrecking of the wooden carriage supporting the gun. This misfortune prevented the firing of any heavy charge and so the next test was made at 1,000 feet with a single flanged anchor of much lighter weight than that fired at the next test.

The second test was more satisfactory than the first. The projectile went to the mark, dragging the cable in its flight.

In this it attained the purpose which is claimed for it by its inventor, who explained: "Had this been possible at the time of the Valencia wreck in Puget Sound few if any of its passengers and crew would have been lost."

"The wreck of the Valencia was one of the most tragic marine disasters that ever occurred on the north Pacific coast. The vessel ran ashore on a reef not over a couple of hundred feet from the shore, but not a hand could be lifted to save the ill-fated crew and passengers from their doom. For three days the waves washed over and about the ship. The jagged rocks that hemmed the vessel in prevented savor by lifeboats or other means.

Few Reached Shore.

"The giant waves snapped like threads the light cords that were flung to the ship attached to cables on the shore. The Valencia was pounded to pieces by the waters on the jagged rocks of the reef and few of those having passage on the craft succeeded in reaching land.

"It was to meet just such constantly recurring exigencies in maritime disasters that prompted the construction of the new projectile."

Its merits or demerits have to be determined by the United States officials before it will find value or use in maritime circles.

Witnesses of Experiment.

Among those present at the tests were Gen. George Uhler, general superintendent of steam vessel inspection service; Lawrence C. Murray, Assistant Secretary Department Commerce and Labor; First Lieut. E. S. Van Boeckereck, Revenue Cutter Service; Commander W. F. Halsey, senior assistant, Bureau of Equipment, Navy Department; Capt. George W. Breyer, superintendent second district Life-Saving Service, who represented Captain Kimball, the head of that department; Capt. Silas H. Harding, superintendent first district Life-Saving Service; Maj. S. R. Crumbaugh, supervising inspector of steam vessels for seventh district; Capt. John A. Cotter, supervising inspector steam vessels for tenth district; Capt. James Stone, Capt. John Birmingham, of San Francisco; Capt. Joseph J. Dunn, Capt. John W. East, and John D. Sloope.

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